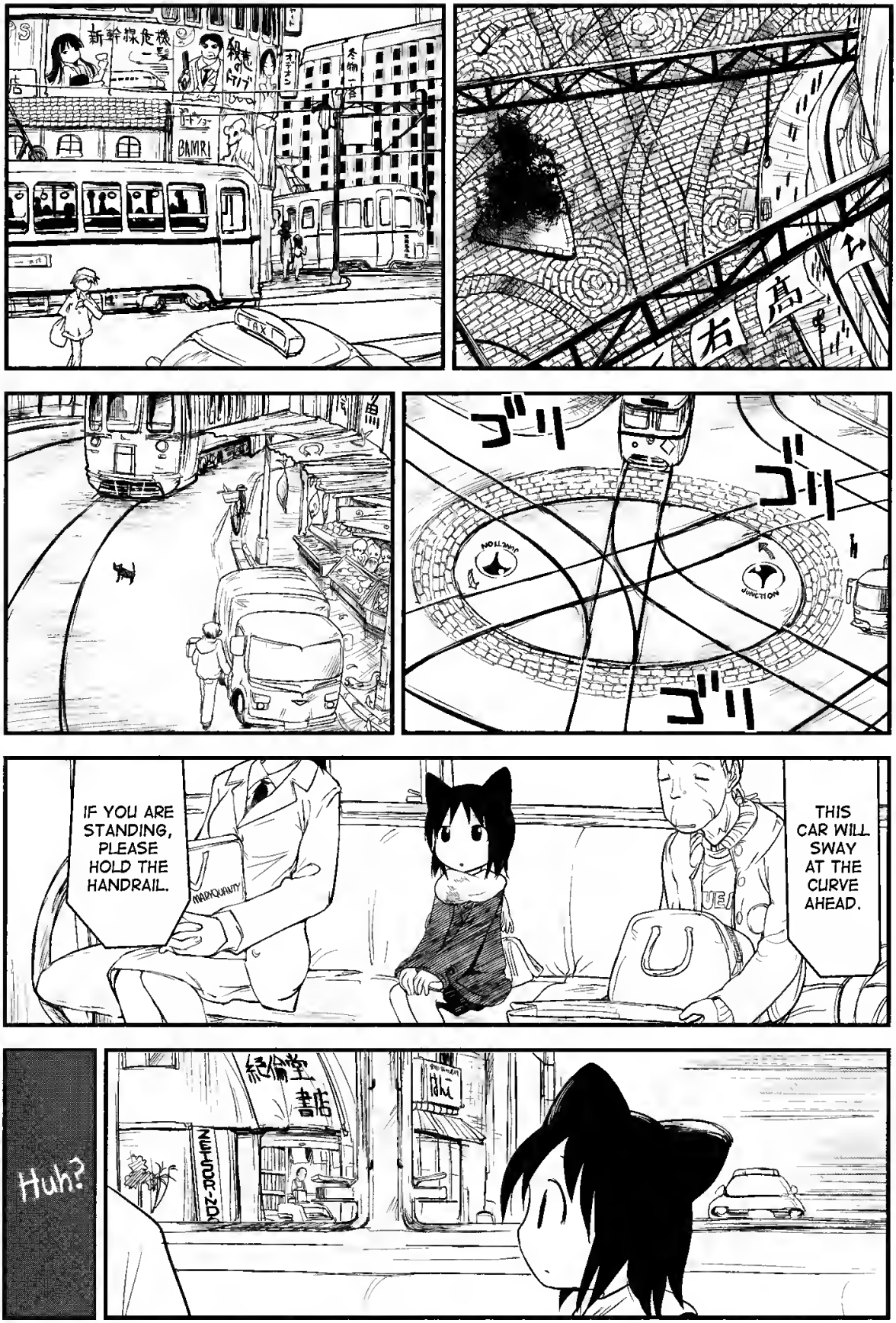
THE KINEGAWA CHIROPRACTIC CLINIC IS AT THE YAKUYOKU STREET EXIT.
THE NEXT STOP IS SHIN-KOUSHIN-ZUKA.
ガタコ
THANK YOU VERY MUCH.
ペニリ
AH.
I'M PRETTY HUNGRY, WHAT SHOULD I DO FOR LUNCH?
ちん
漢方薬
八百屋
おしるこ
豆かん
WOW, A TEA SHOP ON THE PLATFORM.

とうみほ
line.4

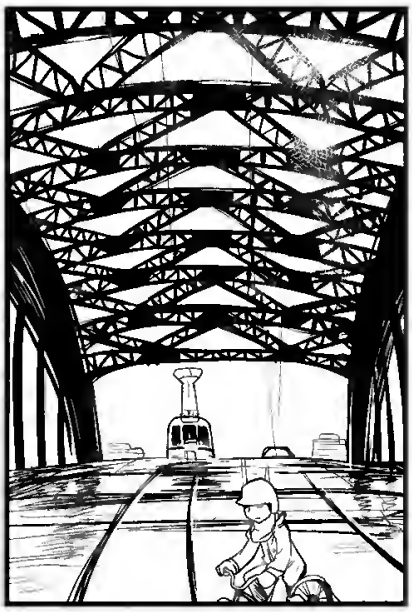
ガタコト

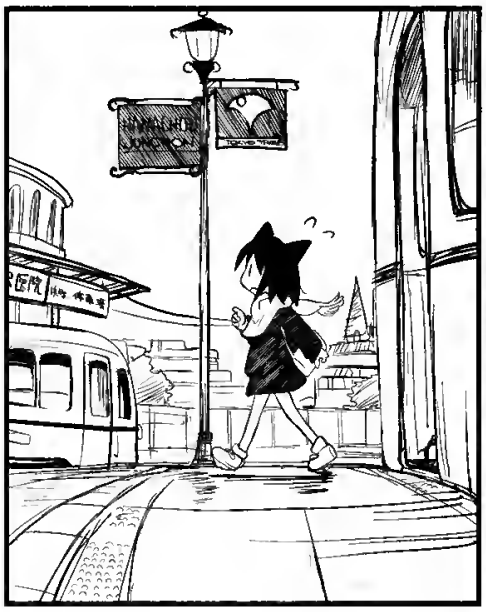

新幹線危機一髪
BAMRI
TAXI
右高
ゴリ
ゴリ
ゴリ
JUNCTION
JUNCTION
IF YOU ARE STANDING, PLEASE HOLD THE HANDRAIL.
THIS CAR WILL SWAY AT THE CURVE AHEAD.
Huh?
結構堂書店

Taking the No. 25 tram to Asakusa-bashi for New Years shopping.

However, somehow I ended up in Uneme-gahara.

Before I could tell, we were going over Eidai Bridge.



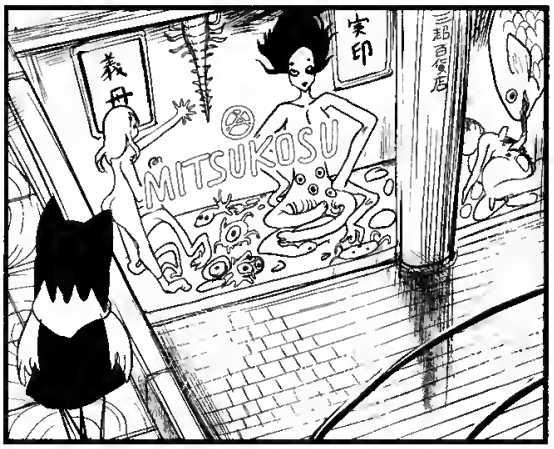


Oh well, I guess I'll take the No. 47 and get off at Suitengu.

Grandma gave me some spending money, but it's gonna run out.
THE DESTINATIONS CHANGING PART WAY IS HAPPENING MORE OFTEN NOW. SORRY 'BOUT THAT.
がちん ちん
YOU CAN GET YOUR REFUND AT THE DEPOT.
カシャン
新橋
カシャン

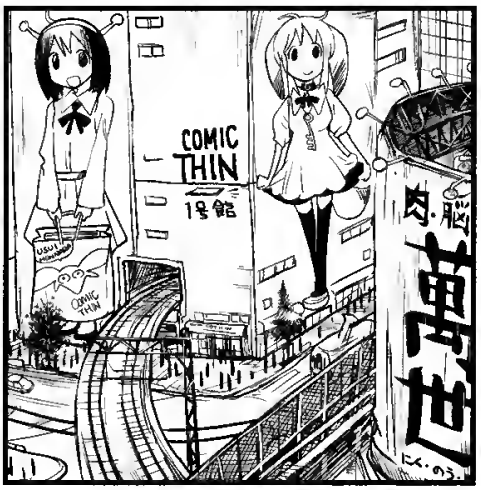
City trams stretch around like the mesh of a net.

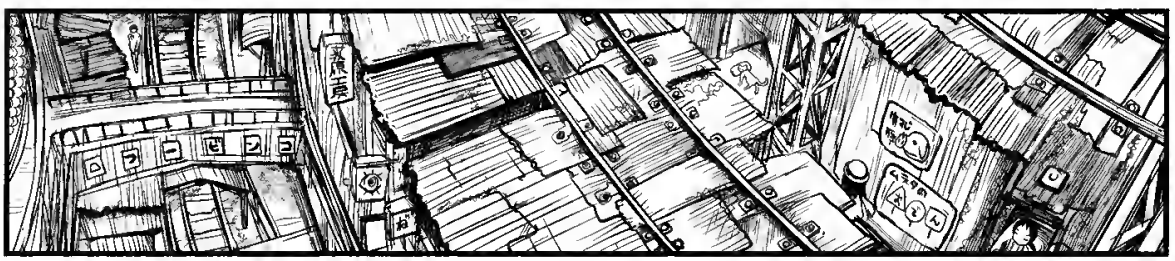
Motorisation caused a sharp decline in their use.

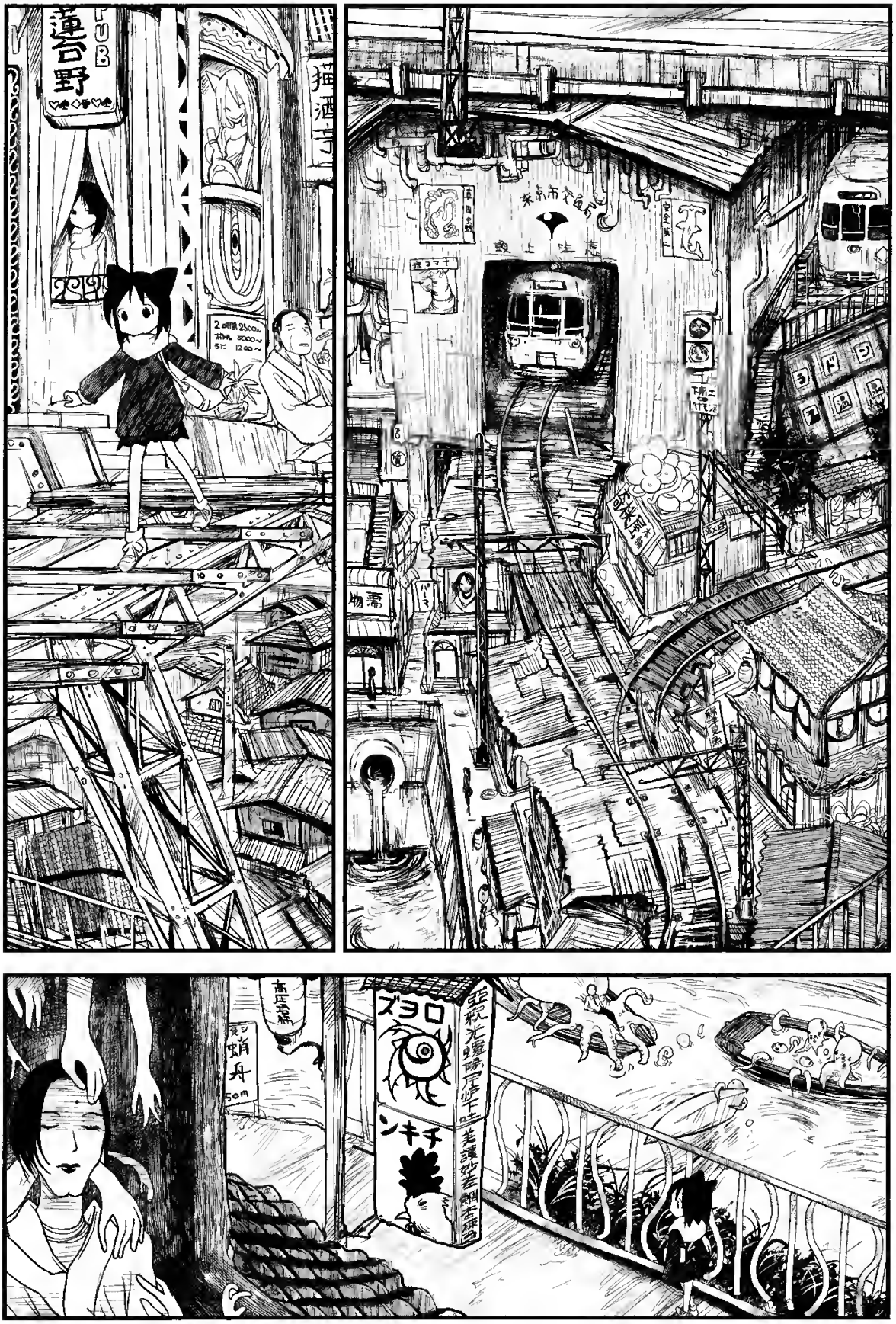


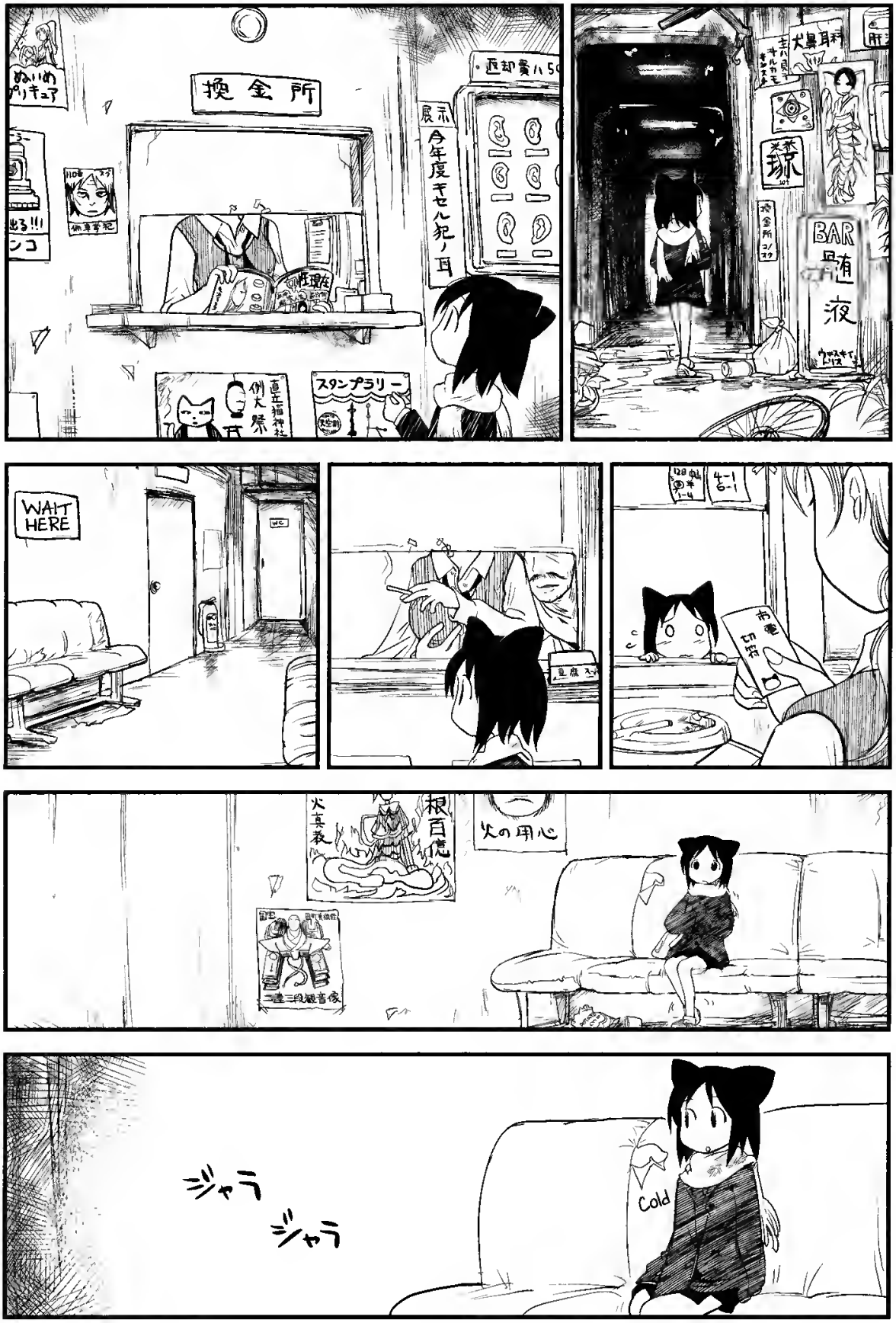
Now they run above and under ground.

Lines run through buildings as well. They do a lot to adapt.






TUBE
蓮台野
猫酒場
2時間2500円
3000円
5H 12000円
東京市交通局
地上生活
物置
ゴドン
ブヨロ
ンキチ
高圧危険

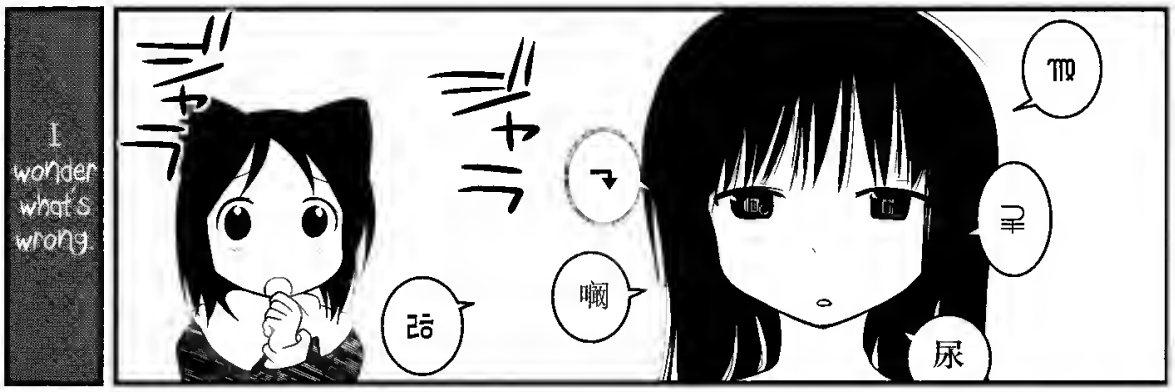

換金所
今年度キセル犯ノ耳
スタンプラリー
BAR
髄液
WAIT HERE
犬真表
根百意
犬の用心
二重三段観音像
ジャラ
ジャラ
Cold

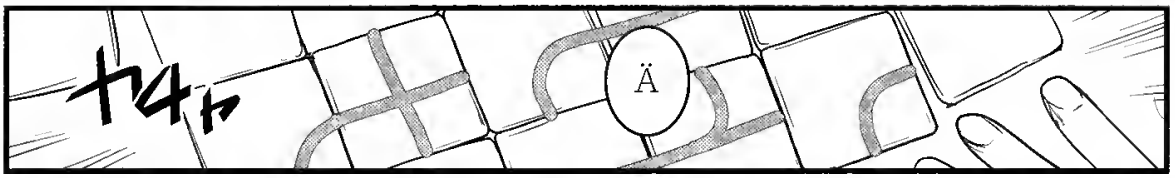
ガッチリガード!
民共済
Control Room
TOKYO TRANSIT AUTHORITY
ジャラ
ジャラ
ゴリ
ゴリ
ブラ
ブラ
禁煙
ジャラ
ジャラ

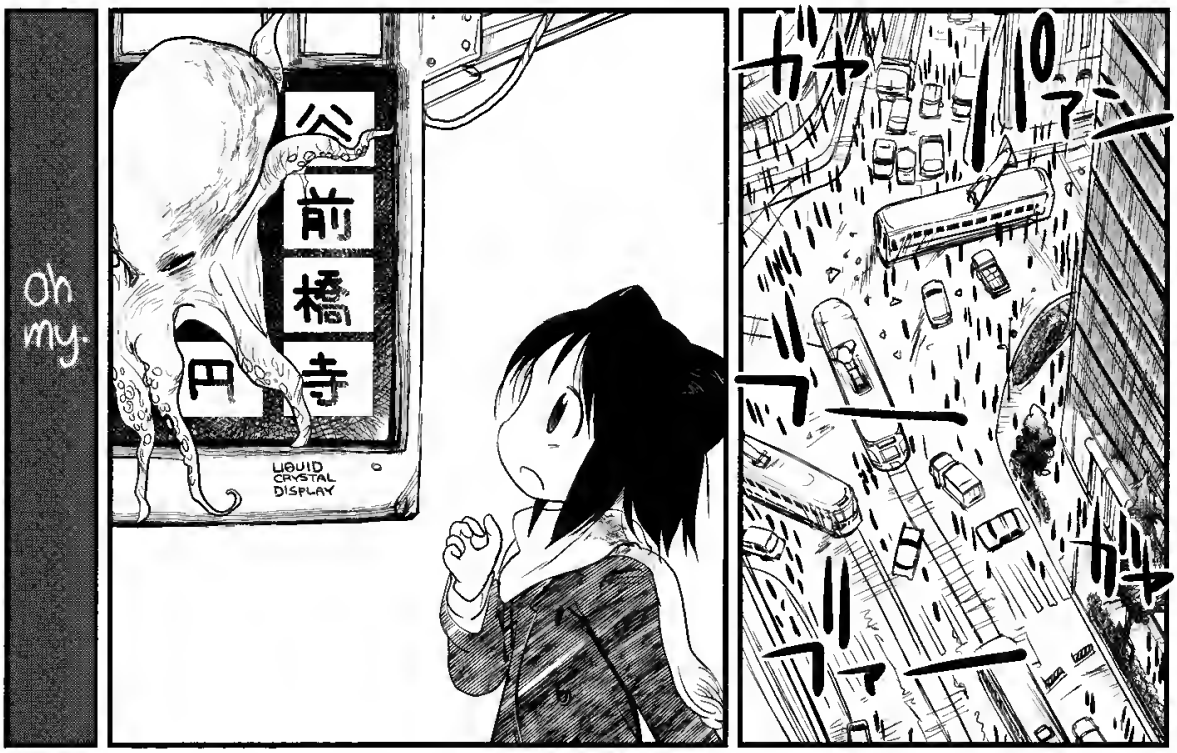
MANSEIBASHI
MEHIROCHOU
SUDACHOU
カタタ
カタ
GIN.
KYOU.
SUGA.
MAN.
ROUTE.
SUE.
OH.
...
ジャラ
ジャラ
AREA.

SORRY, THANK YOU.
AH.
KLANG
早
ジャラ
ジャラ
Hm
So this is how they manage the tram destinations.
Must be hard without breaks.
MINAMI.
NAMIDA.
YAMA.
ASHI.
ASHI.
KYOU.
ASHI.
Eh?
...
%
£

ゴ
ゴ
ゴ
和真子の
鉄行


I wonder what's wrong.
ジャラ
ジャラ
ㄇㄡ
ㄋㄧㄠˋ
ㄕˇ
ㄕˋ
尿


ヤヤヤ
Ä


Oh my.
公
前
橋
円
寺
LIQUID CRYSTAL DISPLAY
ガヤ
ガヤ

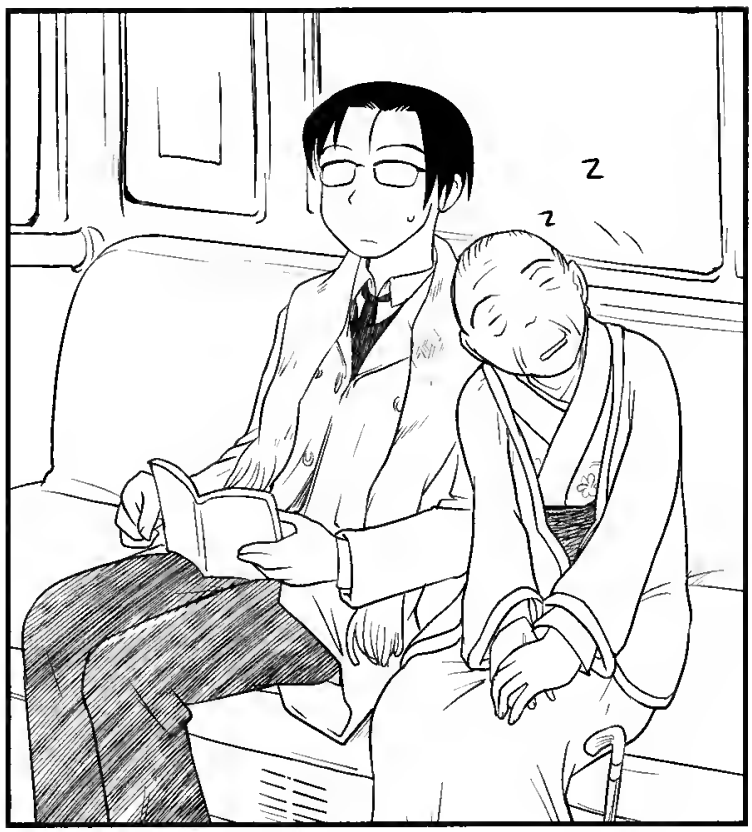
They can't see because of the octopus!
Let go of that, Mr. Octopus!
町
巻
川
橋
切
Ah!
One here too!
3√
ケ
わさ
わさ
萌えん

At last, I got rid of them.
Oh no. I've cut the cord too!
Thank you?
AN
KU
YU.
SISTER.
SISTER.
TH

GLAD.
WARM.
REST.
EASE.
HAPPY.
SCENT.
MORE.
CUTE.
JOIN.
本郷通
浜町二
イイイー

I'M VERY SORRY.
KLANG
ちんーちん
I'VE GOT A FEELING THIS TRAM HASN'T EVEN MOVED AT ALL.
KLANG
Ah
甘味家
I'M HUNGRY, BUT THERE'S SOMETHING ABOUT THAT SHOP BEHIND ME.
ジャラ
ジャラ
カタタタ
ジャラ
ジャラ
Z Z Z

Fin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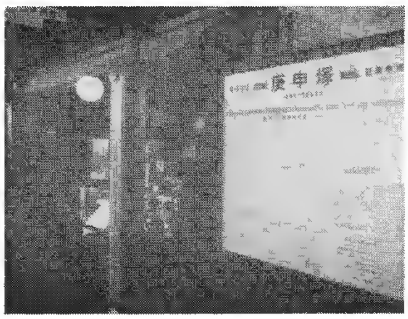
~Railway Company Guide~ IV

Tokyo City Rail
Waseda to Minowabashi, etc.

An indispensable part of Tokyo transportation, with a rail network as vast as the capillaries of the human body.



The stop at Koshinzuka, famous for its tea house right in the station.

Tokyo City Rail stretches across Tokyo like a large net, approximately 200 kilometres in total length, and comes second in the Kanto region after Tobu Rail in line coverage. It is not only the largest street rail system in Japan, but one of the largest in the world, only being beaten out by the likes of Melbourne's rail system in Australia.

The lines that now comprise the Tokyo City Rail system originally came from a number of different rail companies, including Tokyo Electric Train Railway, Tokyo City Railroad, Tokyo Electric Railroad, Joto Electric Rail, and Prince Electric Rail (the complex rail network is due to each of these companies laying out their tracks following their own separate plans). In the Showa era, the city of Tokyo acquired all of these companies and consolidated them into Tokyo City Rail.

A view of the Tokyo City Street Rail right after its opening (taken near Ginza).

The acquisition of these companies was a result of a government policy, commonly referred to as the 'Municipality Monroe Doctrine,' which has the target that 'all transportation within the Yamanote Line will be managed by the city or the country, and private interests will not be allowed to participate.'

The fact that most private railways in the city don't extend into the Yamanote line is a direct result of this policy.

However, while the new city rail came to be loved by the people of Tokyo, it soon faced a crisis. Due to rapid developments in motorisation, some were suggesting removing the rail at city government meetings, claiming it was a 'nuisance to drivers.'

A 7500 series operating around Asukayama. One of the main trains of the city rail.

There was strong opposition to this by many citizens, and in the end, by moving lines in high traffic areas to upper platforms, underground, and even through buildings, the rail was able to live on to this day.

As an after-effect, this lead to an already complicated rail system becoming even more convoluted. This, along with a tendency for systems to change in the middle of routes, often made it confusing for passengers not yet used to riding the rail. It is certainly something that could see some improvement.

terumina

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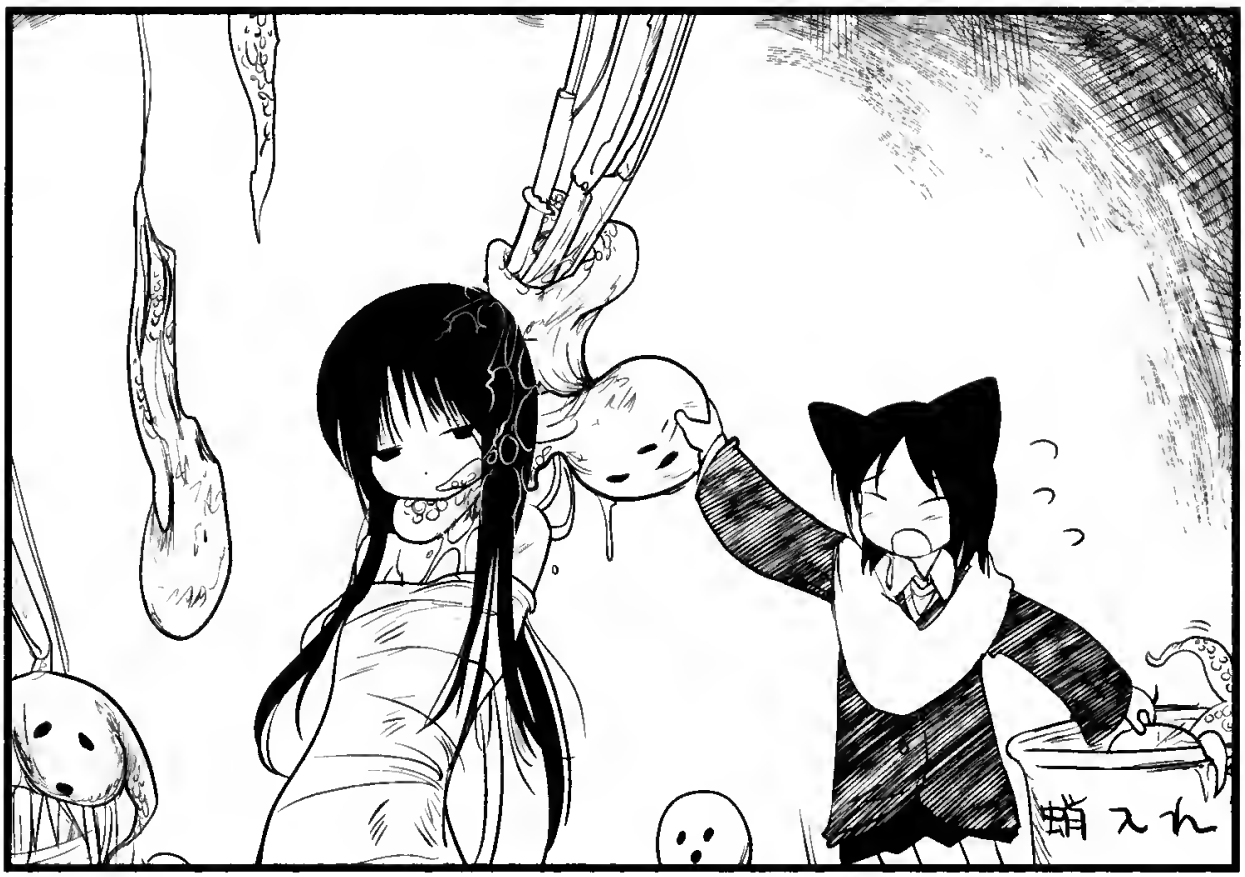

After nearly a year, a new chapter is finally ready.
Previous chapters have been completely redone the past few weeks using higher quality tankoubon scans, so I'd highly recommend re-reading them on Bato.to or Dynasty-Scans.
- NotLemon

Presented by:
NotLemon, Greenmeido, ZaBearudo, Niche, Elemhunter, SevenFacedBird

KATYUSHA